Patent Claims:

1. -23. Canceled

24. (New) A method for assisting an operator of a vehicle in stabilizing the vehicle, wherein the vehicle includes a steering line and wherein an additional steering torque is applied to the steering line of the vehicle, the method comprising the steps of

determining a value of a reference yaw rate based on a vehicle model by way of a value of at least one variable predefined by the operator,

determining an instantaneous value of a yaw rate,

determining an instantaneous steering angle,

determining a nominal steering angle,

determining a first component of the additional steering torque depending on a steering angle difference between the instantaneous steering angle at steerable wheels of the vehicle and the nominal steering angle,

wherein the steering angle difference is determined depending on the difference between between the instantaneous value of the yaw rate of the vehicle and the value of the reference yaw rate.

25. (New) The method as claimed in claim 24,

Wherein the value of the reference yaw rate is established depending on a steering angle set by the operator of a vehicle.

26. (New) The method as claimed in claim 24,

Comprising the step of withdrawing the additional steering torque when the absolute value of the instantaneous yaw rate of the vehicle irrespective of the sign drops below a value of the reference yaw rate which is established at the time of start of an unstable driving situation.

27. (New) The method as claimed in claim 24,

wherein the steering angle deviation is determined depending on a difference between the instantaneous yaw rate of the vehicle and the value of the reference yaw rate which is established at the time of start of an unstable driving situation.

28. (New) The method as claimed in claim 24,

wherein the point of time of a start of an unstable driving situation is determined by an activation logic.

29. (New) The method as claimed in claim 28,

wherein the activation logic has access to results of a driving situation detection unit in order to detect the start of an unstable driving situation.

30. (New) The method as claimed in claim 24,

Comprising the step of determining a second component of the additional steering torque depending on an estimated value of a tire resetting moment.

31. (New) The method as claimed in claim 30,

wherein the tire resetting moment is estimated by a disturbance observer unit.

32. (New) The method as claimed in claim 30,

wherein the additional steering torque is established by addition of the first and the second component.

33. (New) The method as claimed in claim 24,

wherein the amount of the additional steering torque is limited.

34. (New) A device for assisting an operator of a vehicle in stabilizing a vehicle, comprising

a steering torque adjuster for adjusting an additional steering torque by way of an additional steering torque signal,

a reference yaw rate generator for determining a reference yaw rate,

a steering angle controller,

wherein the reference yaw rate generator transmits a reference yaw rate signal to the steering angle controller which determines a first additional steering torque signal depending on a difference between the reference yaw rate signal and a measured yaw rate signal.

35. (New) The device as claimed in claim 34,

further including at least one controllable memory for storing a value of the

reference yaw rate signal which is transmitted from the reference yaw rate generator to the memory.

36. (New) The device as claimed in claim 35,

wherein the memory is driven by an activator.

37. (New) The device as claimed in claim 36,

wherein the activator can be operated in at least a first operating condition and a second operating condition, and the memory is actuated in a transition from the first into the second operating condition.

38. (New) The device as claimed in claim 37,

wherein a transition from the first operating condition of the activator into the second operating condition is controlled by a detector for detecting an unstable driving situation.

39. (New) The device as claimed in claim 37,

wherein a transition from the second operating condition of the activator into the first operating condition is controlled by a comparator for comparing a value of the reference yaw rate signal stored in the memory with a measured value of the yaw rate of the vehicle.

40. (New) The device as claimed in claim 35,

wherein the memory transmits the stored value of the reference yaw rate to the steering angle controller.

41. (New) The device as claimed in claim 34,

Further comrising a disturbance observer unit for estimating a tire resetting moment.

42. (New) The device as claimed in claim 41,

Further comprising a determinator for determining a second additional steering torque signal by way of the estimated tire resetting moment.

43. (New) The device as claimed in claim 42,

wherein it comprises an adder for establishing an additional steering torque from the first and the second additional steering torque signals.

44. (New) The device as claimed in claim 34,

wherein the torque adjuster for adjusting the additional steering torque is a servo motor of an electric power steering system.

45. (New) The device as claimed in claim 34,

wherein the torque adjuster for adjusting the additional steering torque cis a hydraulic power steering system.

46. (New) The device as claimed in claim 34,

wherein the torque adjuster for adjusting the additional steering torque is a steer-by-wire steering system.